



The Ontario Jaguar

Magazine of the Ontario Jaguar Owners' Association

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January - March 2023



The Ontario Jaguar

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Editor: Tracy Kailan

**Articles By: Maurice Bramhall, Nick Dendy, David Jones, Joseph Mingolla,
Steve Sherriff & Cyril Steinsky**

CONTENTS PAGES

OJOA at a Glance	2, 3
President's Podium	5
Editor's Desk	7
XJ's Sold For A Remarkable Price	7
OJOA Christmas Party & Awards	9
Nick's Tips	11
Always Check The Battery First	13
Lipstick On A Pig	13
PEC 2023 - An OJOA Road Tour	14 - 21
Ancaster British Car Show Flyer	21
Joseph Mingolla - <i>Featured Member</i>	23 - 25
OJOA Concours Preview 2023	27
Correction & Notice	29
Invitation From The JCO	31
Laughter Is The Best Kind Of Medicine	31
Classified Ads	34 - 38
OJOA 2023 Membership Application	39
2023 Upcoming Events	Back Cover

ABOUT THE OJOA

The Ontario Jaguar Owners' Association was incorporated in December 1959 as an automobile club whose purpose was to stimulate and encourage interest in the preservation, ownership and operation of Jaguar automobiles. Over the years the OJOA has grown to provide a means or exchange of information, technical and otherwise, to encourage interest in automobile sport and competitive events in Ontario, to provide social occasions for its members, and to foster interest in the Jaguar and Daimler automobiles. The OJOA is an affiliate club of the Jaguar Clubs of North America (JCNA).

With a membership of over 180 and growing, we are glad to have you as a member.

Join us for club events which include our Spring & Fall Tours and Concours d'Elegance.

PLEASE NOTIFY US

If you know of any member who is ill, in the hospital, has a special anniversary or who has passed away please email the club secretary, Cyril Steinsky:

advertising@ojoa.org

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Cover Photo: 1967 Jaguar Pirana

Event photographs submitted by: Josephine O'Brien

Members are encouraged to submit articles or photographs to the newsletter editors for possible inclusion in subsequent issues. Submissions should be in the following format to guarantee the best results:

The format requirements for the newsletter are basic ... the rule is "Please keep it simple" ... Text is preferred in plain text - MS Word or similar submissions will be passed through Notepad to strip any formatting before importing it to the desk top publishing software, though we'll try to reproduce your layout if it is important to you - experience has shown that documents created in MS Publisher cause considerable grief. Images are preferred in .png or .jpg format - We will reduce images to 300dpi and 800x600 maximum before inserting them into the newsletter to keep the file size down on the on-line version.

Deadlines for articles, notices or advertisements for inclusion in the OJOA newsletter must be received by the editor no later than: Mar. 15, June 15, Sept. 15 & Dec 1

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The Ontario Jaguar is the Official Magazine of The Ontario Jaguar Owners Association

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The Ontario Jaguar Owners' Association (OJOA)

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Membership Benefits

Membership benefits entitles participation in all OJOA meetings and events, a subscription to "The Ontario Jaguar" quarterly magazine, free classified ads in our magazine and on our website at www.ojoa.org, and an opportunity to share a common interest with other Jaguar enthusiasts. OJOA membership also includes all JCNA benefits including sanctioned events, and the Jaguar Journal magazine.

Meetings

Meetings are held on the second Wednesday of each month (except in December) at 7:00 pm. They are held at Symposium Cafe, located at 3305 Dundas St. W., Mississauga, ON. Join us for dinner before the meeting.

Membership, Address Changes, Renewals

Membership in the OJOA costs \$90 (\$100-Family) for one year (January thru December). Save on a three year membership, with advance payment of \$250 (\$275-Family). Ownership of a Jaguar or Daimler is not a prerequisite. Send all membership applications, address changes, and renewals to our Membership Director Mike Parry. An application form appears on the last page of this magazine.

Classified Ads

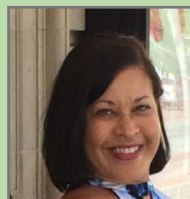
Club members and other interested parties may advertise personal cars, parts and services for sale or wanted in the newsletter and on the website. Ads should be no longer than 50 words and may be edited for space considerations. All classified ads run for a minimum of two consecutive issues and can be renewed if requested. Members of OJOA and other JCNA affiliated clubs offering reciprocal free advertising may advertise at no charge for 1 year. The fee for others is \$25 for 3 months on our website & one magazine issue or \$60 for 1 year on the website and 4 magazine issues.

Commercial Advertising

The Ontario Jaguar welcomes commercial advertising. The current rates are:

Size of Ad	2 Issues	4 Issues (1 Year)
Business Card	\$ 50	\$ 95
Quarter Page	\$ 75	\$145
Half Page	\$110	\$215
Full Page	\$180	\$350

Contact Cyril Steinsky at advertising@ojoa.org for information on placing ads.

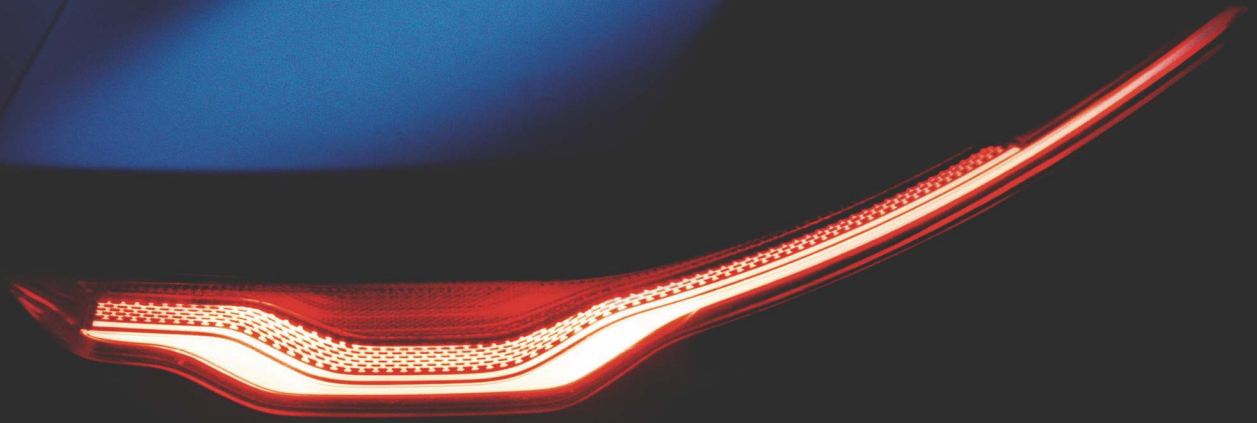


EDITOR: Tracy Kailan
tkailan@hotmail.com

AWAKEN TEMPTATION

JAGUAR

F-TYPE



PRESIDENT'S PODIUM



Michael Parry

President, The Ontario Jaguar Owners Association, North Eastern Region

It is hard to believe as I write this just after St. Patrick's Day, that snow is still on the ground here in Ontario. What with appears to be the longest winter we have seen in years, we as perennial optimists and Jaguar owners, look forward to April showers and the emergence of our cats from several months of hibernation.

By the time you receive this your first 2023 issue of the Ontario Jaguar by Canada Post or email, we will have a new Ontario Jaguar Owners Association Board. Familiar faces there will be of that I am certain but as we have two directors not seeking re-election, we are guaranteed to have at least two new members to welcome to our board. At this time, I would like to thank Steve Sherriff and Mark Smith for their many years of dedication to the Board and the OJOA membership! Their enthusiasm and "can do" spirit is infectious in every aspect of their time working on the OJOA Board and on your behalf. On a personal note, I can say that it has truly been a pleasure to know these two men and that I have over the years appreciated their counsel, dedication, and spirit for our OJOA and all things Jaguar.

Rest assured that Steve Sherriff is still our Chief Concours Judge so all entrants for our 55th Annual Concours, this coming August 13th, be advised that he and his two squadrons of concours judges will be out in force! Mark Smith, our retiring Webmaster will be in the background supporting our new Webmaster, Victor Tilane. Thank you, Victor, for stepping up to the plate and taking on this very important role within the OJOA.

Oh, fun fun fact about Steve and Mark, that they have in common, which is not is not lost on me, is that they possess private pilot licenses!

On that aeronautical thought but truly not one in the air, I look forward to seeing you with your Jag or your daily driver car on our tour of Prince Edward Wine County and Canada's National Air Force Museum at Trenton May 26th - 28th. Al Graves and Barry Paulson, fellow members of the OJOA and residents of the Greater Ottawa Region have designed what we believe is a most memorable tour!

Until then, safe travels to you and yours,

Michael E. Parry



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EDITOR'S DESK



Tracy Kailan
Editor, The Ontario Jaguar

With Spring just a few days away my husband & I have been thinking about getting our Jags back on the road. For the first time in ages, they may be reluctant to leave because this past winter they've had the chance to enjoy a toasty stay in a heated garage.

Last summer, in preparation for the upcoming frigid weather, we decided to make our garage more hospitable and invested in an electric garage heater. After several quotes of over \$1,000 and being a handyman, Chris decided that he would do the installation himself.

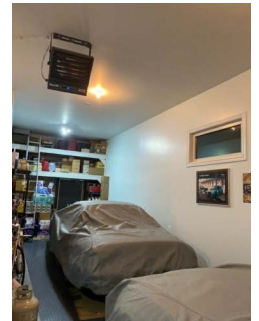
My role in all of this was to be Supervisor of Operations & Moral Support, from the ground only since I'm afraid of heights. Imagine my surprise, when one day I arrived home from running errands and opened the garage door to find him with half his body hanging out of the ceiling. A ceiling which so happens to be over 20 feet high. After a certain amount of panicked yelling and wondering if his life insurance was paid up, I stood watch, ready to lend aid.

It took two days along with some help lifting the heater up to the ceiling brackets, but it was a job well done and worth it. There's a certain amount of satisfaction knowing that our Jags are being stored as comfortably as possible.

Lets hope that the weather warms up quickly so that we can all enjoy our Jags that much quicker.

I hope to see you all at the upcoming tour in May.

Tracy Kailan



XJ's Sold For A Remarkable Price At Auction

An interesting result occurred this past month on the "Bring a trailer" auction site. Three identical Jaguars were up for auction. These were a very limited editions of the 2009 Jaguar XJ. The last model year of what was known as the X350, the third generation of the XJ saloon. Marketed from 2003-2009. There were only 140 of these made for the US market. An additional 10 were made for the Canadian market. Several more were sold internationally.

The Portfolio edition of the 2009 Super V8 added:

Bright finish solid Alum. power vents and chrome mirror caps / Selena sparkle silver finish wheels with Heritage badge
Navy alloy and Leather gear knob / Bright finish J-gate surround, Rich Oak Veneer. Stitched leather door casings
Champagne Alston Headliner / Luxury Metal tread plates
All for an additional \$10,150.00 USD

The base price of a 2009 Super V8 was \$94,075.00 USD.

Well two of these automobiles have just sold for far more than that.

The first unit auctioned had accumulated 18,000 miles and sold for \$156,000 USD (photo 1)

The second unit had accumulated 23,000 miles and sold for \$175,000 USD (photo 2)

A third unit has just appeared on the auction site with 18,000 miles. The result was not known before our publication deadline.

This third unit has had a "Leaper" installed on it's hood. Not a factory installed item. (Photo 3)

The "Leaper" hood ornament was dropped from all XJ models from 2008 onward.

It will be interesting to see if this minor addition detracts value from the auction result or not.

By Cyril Steinsky



1



2



3



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OJOA CHRISTMAS PARTY & AWARDS PRESENTATION

On December 10th, 42 of our members were present at the OJOA Christmas Luncheon hosted in Burlington at the Hagerty Garage and Social. Despite the date, the weather was ideal making the drive an easy one for most.

Awards were handed out along with a few prizes, donated by the Jaguar Land Rover Lakeridge dealership and a good time was had by all. On a humorous note, there was one award recipient who became both a winner and a loser when his award was dropped and broke during the presentation. He is now tasked with a concours level restoration!

List of Award Winners

Cyril Steinsky.....Award of Nine (top award for superlative effort)
Steve Sherriff.....Freeman Cup (devotion to OJOA activities)
Mark Smith.....Carrick-Barrett (dedication, enthusiasm, commitment)
Molly & Richard Gayne...,Connubial Trophy (spousal participation and enthusiasm)
Victor Tilane.....Most Active Member
Joe & Grace Allison.....Most Active New Member
Mike Parry.....Spirit of JCNA (contributions to JCNA/OJOA affiliation)
Allan Lingelbach.....Best in Concours





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NICK'S TIPS



A) How to Reset a Malfunctioning Window in a XK8

The Jaguar XK8 driver and passenger windows can malfunction, when each door closing will drop the glass down by an inch, each time you close the door. The reset procedure for this, is to follow this process.

1. Hold the electric window switch in the down position and hold it down, until you hear a cluck, twice.
2. Now hold the up switch, and when the window is closed, keep holding the up button, until you hear the double cluck .
3. Now repeat the window down process again.
4. Now press the window up button once, and the window will close.

You have now reset the module and your windows should function normally.
Unfortunately, this procedure will not work on a Jaguar XK .

B) Waterproofing XK8 & XK Convertibles

The waterproofing of these tops loses its effect overtime, and you need to apply a silicone based water repellent annually. I buy a can of silicone spray that is available from Canadian Tire, which is used for waterproofing canvas tents. A very economic way of achieving the required waterproof of the convertible top.

Nick Dendy



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GROUP

Always Check The Battery First

Carol and I had the honour to be the featured members in the Oct 2022 OJOA magazine. In the article It was mentioned that we were having problems with the 1999 Jaguar XJ8 in that the battery would run totally dead over a few weeks. It was funny in that with the dead battery, if you turned the key you would hear a click of the starter solenoid and the wiper (only one on the XJ8) would do one sweep.

After charging the battery I would test it and it the tester showed OK. I thought that there might be a drain and had purchased a tool where you pull a fuse, place the fuse in the toll and then plug the tool into the fuse slot. A reading shows if there is any power.

The gentleman who I purchased the car from had bought a new recon battery for the car just before I purchased the car. However before starting to check all the fuses (there are a lot in a XJ8) I decided to buy a new battery.

Success, now the XJ8 starts on the first turn and can sit for weeks and still start no issue. There is a series of YouTube videos call To The Garage. The host is John, and he talks mainly about his Jaguar XK8. One of the basic rules he quotes is “if there is anything wrong with your Jaguar bar a flat tire always check the battery first”.

Words to live by.

David Jones



LIPSTICK ON A PIG

Avoiding Life's Lemons

By Maurice Bramhall of Bramhall Classic Autos



Why Keep Records for your Car, Bike or Truck?

I was just going through my service records for my daily driver and my summer toy. I'm also involved in selling several classic vehicles at the moment that have undergone extensive restoration, but no one kept records. One vehicle is a one owner unit, but the owner never told his family where the records were kept. Luckily, the two most recent service facilities he used are still in business and were able to print out the work orders. The original selling dealer threw all their records out 6 years ago when they moved location and started with a whole new software regime.

When selling a special classic car at a normal price, prospective buyers know that they are buying the care and attention lavished on it by the previous owner(s). If no records are available, it's natural that they will question the quality of the vehicle. When going through the records for a car, look for long periods of inactivity.

Inactive cars are like inactive people, they don't fair well. Throw every bill and work order in a file folder, there's a good chance they will be valuable one day. Keep them in a safe place, not in the glove box!



The Ontario Jaguar Owners Association (OJOA) has organized a two and a half day, two night, tour of Prince Edward County (PEC). Members of the Ottawa Jaguar Club (OJC) are invited to join the tour as guests of OJOA.

Prince Edward County is a bucolic driving destination, surrounded by the waters of Lake Ontario. Your scenic tour will start, at noon on Friday, May 26, at an agreed rendezvous point either east of the GTA or west of Ottawa.

You will arrive at The Waring House, in Picton, Ontario, around 5 pm. This will be your base for the next two nights. A block of rooms has been reserved for tour participants.

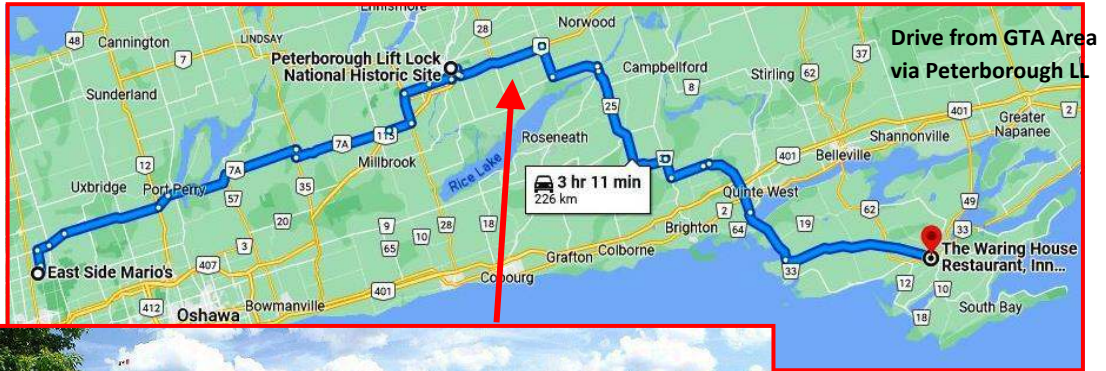
After check-in, a short briefing session will be held to describe the events of the next two days, followed by an informal dinner at the Barley Room pub.

Over the weekend, your tour will feature stops at points of historic interest, at local attractions, and in quaint Prince Edward County villages.

Saturday will be a full day of touring, followed by the tour group dinner at the Amelia's Garden Restaurant in the Waring House. Details are below.

On Sunday morning, you will tour more delights of Prince Edward County, on route to nearby Trenton for an early lunch. After lunch you will visit the National Air Force Museum of Canada. OJOA President, Mike Parry, will lead a guided tour of the Museum. Mike is a lifelong student of WWII aviation, having met close to 50 of the most fabled pilots, and possessing a library of over 2,000 books on the subject, of which 70% are autographed by the respective pilots and aircrew.

The OJOA GTA contingent tour starts at noon, Friday, May 26, at the East Side Mario's restaurant in Whitchurch-Stouffville. After lunch, and a briefing for the drive to Picton, this tour group will continue to PEC. On route, there is a planned stop at the Peterborough Lift Lock Historic Site. The route from Whitchurch-Stouffville includes, Port Perry, Peterborough, Westwood, and Codrington, entering PEC at Carrying Place and arriving at The Waring House close to 5pm.

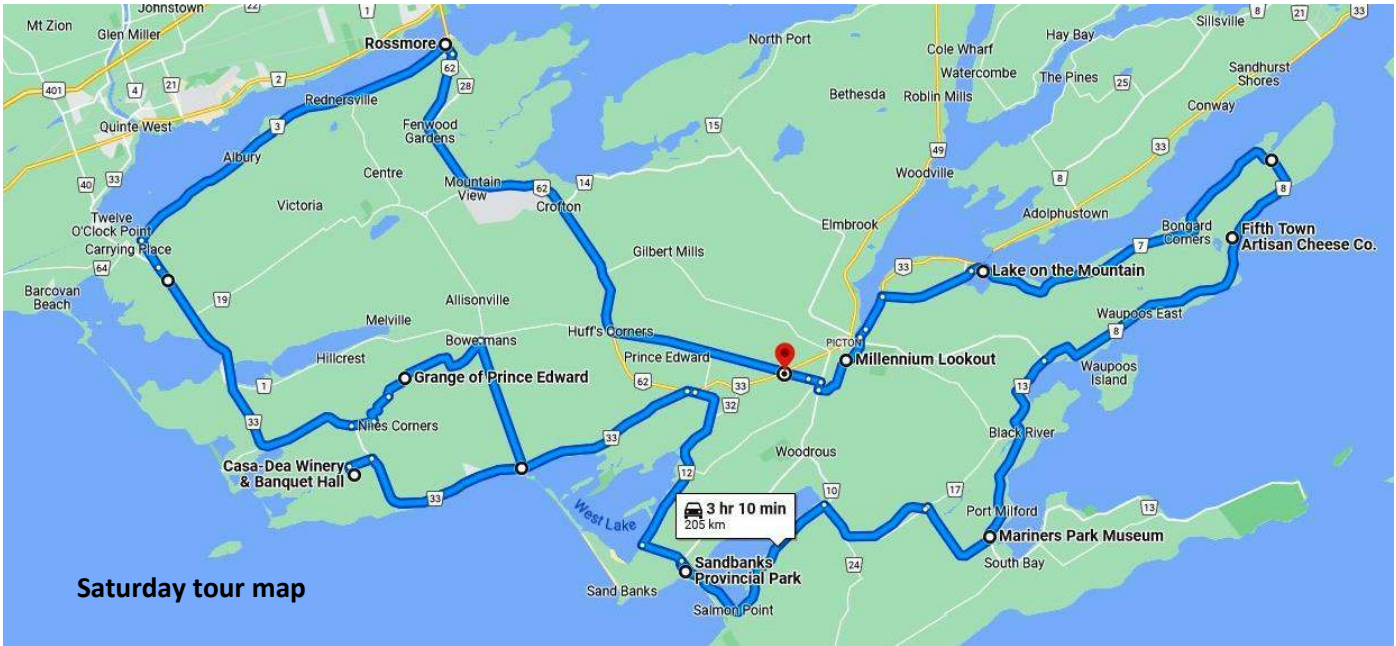


Meanwhile, the Ottawa contingent will start west of Ottawa and travel via Hwy 10 to Odessa and via Hwy 6 to Bayview (Loyalist), to pick up the picturesque Hwy 33 / Loyalist Parkway just west of Kingston. The tour will then follow Lake Ontario through Bath to the Glenora Ferry (the only way to properly arrive in PEC!!!!).



All tour participants will meet for a briefing at The Waring House on Friday at 6:00pm, then will adjourn to the Barley Room Pub for an informal evening of dining and conversation and to build new friendships.

The morning of Saturday, May 27th, you will meet in the breakfast room of The Waring House. After breakfast, you will depart for a full day of guided Prince Edward County touring along a planned route. You will travel in two or three small groups, to minimize road congestion.



This route will involve about 3 hr 10 minutes of driving, in two sections, leaving 5 hours for lunch, stops, and sightseeing. The distance covered will be about 205 km, so ensure you have enough gas before departing. There are very few gas stops outside of Pictou.

This route takes you from The Waring House, past Millennium Lookout, then on to The Lake on the Mountain / Glenora Lookout for a stop and first visit. You will depart the Glenora Lookout for a scenic loop to Rose House Museum (an ancestral home), or the nearby Nebula Organics Farm (natural outdoor skin products).



Lake on the Mountain



Mariners Park Museum



After this tour you will pass through the small hamlets of Black River and Port Milford, to the Mariners Park Museum for a self-guided tour.

You will then join Hwy 10 and continue on Hwy 18 west towards Salmon Point, then through the Sandbanks Provincial Park, and on to our lunch stop at a restaurant in

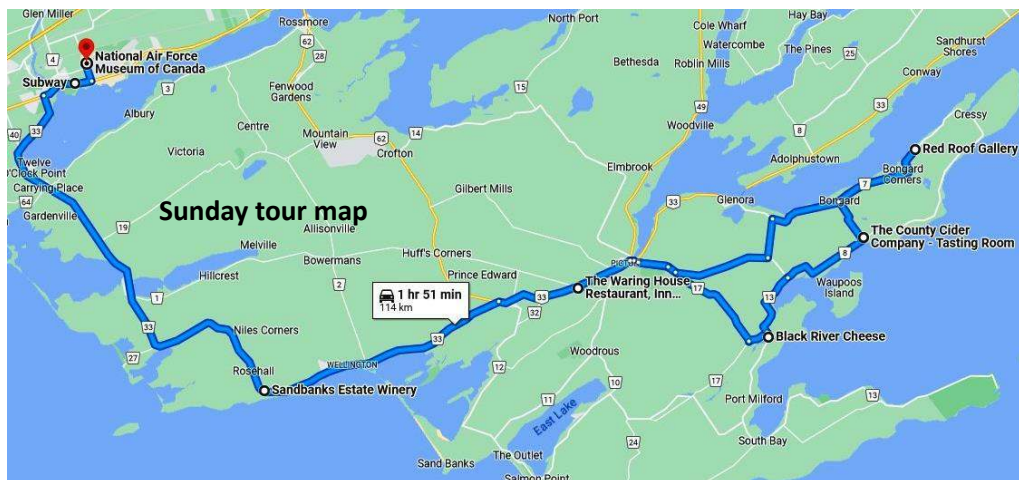
Wellington. After lunch, you will follow Loyalist Parkway / Hwy 33 westwards to visit one of the many local picturesque wineries and return east along Hwy 33 to Bloomfield for shopping in the country boutiques.

Departing Bloomfield, you will travel north to The Grange winery, a picturesque site along a narrow country road. After visiting The Grange, you will take a scenic drive around the roads of northern PEC and back to our



hotel. You will return in time to freshen up before dinner, served in the Amelia's Garden Restaurant. This venue is reserved for our group for the entire evening.

After breakfast on Sunday morning, you check out and leave the Waring House, on route to Trenton, for our final tour. First, you visit the Black River Cheese Outlet, then the picturesque County Cider Outlet and site, carrying on to the Red Roof Gallery. You then follow Hwy 33 westwards through Picton to Trenton and lunch, stopping on route at the Sandbanks Winery, just past Wellington. After a quick lunch in Trenton, you visit the RCAF museum for Mike Parry's tour.



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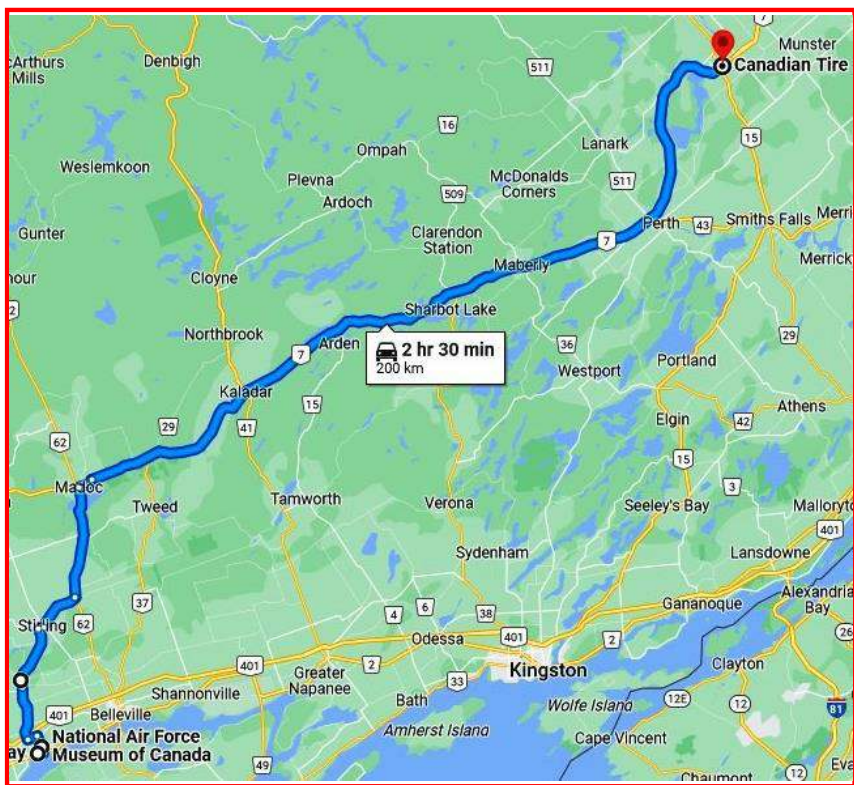
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After the Sunday afternoon RCAF Museum tour, the participants say their goodbyes and you leave for home, whether as groups or individually.

For the group heading back in the direction of the GTA, a scenic drive to Bowmanville is to be organized, while the group heading back towards Ottawa can join a scenic drive back to Carleton Place and onward. Alternatively, participants can simply return home by their own chosen routes from Trenton.





Booking your accommodation

The Waring House, at 395 Sandy Hook Road, Picton, is a well-known Prince Edward County destination resort offering genuine country inn hospitality. The Waring House is furnished and decorated to reflect its 19th century origins. This fine old limestone home was built in 1860 for Thomas Waring. His father, Joshua Waring, had emigrated from Ireland before 1820 and had purchased the 200 acre farm, on which the house stands.

Beyond an amazing driving experience, Prince Edward County (PEC) offers a wide variety of artists, artisans, and cottage craft shops, a selection of local ciders and wines, a rich history, breathtaking scenery, delicious dining options, and so much more.

Experience, over several years of Jaguar touring, has led us again to The Waring House. The following accommodation is offered, as part of the Ontario Jaguar Owner's Association booking.

Rooms are available in a number of configurations, ranging from Superior and Premium rooms to Premium Suites. Most of the reserved rooms will be found in the Quaker and Heritage Lodges (see grounds map above).

All rooms offer a luxurious blend of modern comfort and classic charm. Room prices vary, depending upon the amenities offered (e.g. double beds, one or two Queen beds, or King bed).

Each room features a private Ensuite bath, with a several different configurations, including either bathtub with hand-held shower or and Italian shower. Some rooms offer a Jacuzzi tub and electric or gas fireplace. As usual, there are a variety of views available and some rooms offer a deck with chairs and table.

The price structure is as follows. All prices are for single or double occupancy. Quoted prices are exclusive of HST, and well as municipal taxes and resort fees. The booking will be held at these rates until April 28th. Discounts of 10% are available for seniors (60+) or CAA members.

We recommend that you book as soon as possible, to have the best variety of room options available to you. You may contact The Waring House reservations desk at 613-476-7492, Ext 1, or 1-800-621-4956 Ext 1, referencing the Ontario Jaguar Owners Association group booking. Further information is available at <https://waringhouse.com/contact.php>

Room Category	Room Rate (per night)
Superior	\$265
Superior Plus	\$275
Premium (2 double beds)	\$310
Premium	\$310

If you have any issues booking your room, ask for Deborah Rust at Ext. 4220. If you are not able to resolve your issue, please contact:

OJOA Allan Lingelbach email: swissbear@sympatico.ca

OJC / OJOA Barry Paulson email: barry.paulson@rogers.com

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JOSEPH MINGOLLA - *FEATURED MEMBER*



Joseph and his wife Lia

Jaguar Bertone Pirana

Introduction

Since joining OJOA about three years ago I have greatly enjoyed being with like-minded car enthusiasts. Having owned nine Jaguars over the years from a 1950 MK V to my current XKR, my friends Steve Sheriff and Mike Parry suggested I write a story about them. Well, I soon realized that space limitation would not allow for an examination of them all.

Therefore, I decided to focus on the most exotic Jaguar that my family ever had, the Bertone Jaguar Pirana. As a preamble, I must point out that for over 25 years my father had one of the greatest car collections in America. At any given time, he had more than fifty cars in our garage/warehouse/museum. As a

result of this, I had at my disposal as soon as I could drive, a wide variety of cars to enjoy.

I hope that you enjoy my story about one of them; the Pirana.

Background

One of the most unique cars that we had in our collection was the 1967 Jaguar Bertone Pirana showcar. This car had been commissioned by John Anstey, editor at the London Daily Telegraph. Anstey wanted to get publicity for the popular newspaper, and to that end, he commissioned the Italian design house, Bertone, to create from scratch, a new sports/grand touring car. He wanted it to be based on an English car. The car chosen was a 1967 E-Type 2+2. One of the greatest designers of all time, Marcello Gandini, was tasked to come up with something stunning and novel, as this car would be unveiled at the 1967 London Earl's Court Motor Show in the autumn.

Sir William Lyons provided the complete chassis and running gear from a 2+2. The 2+2 was selected as it had a longer wheelbase, more suitable for the body. The pressure was on, as there were only 5 months from conception to the motor show. Gandini had already made a name for himself at this time. In 1966 he had designed the achingly gorgeous Lamborghini Miura, considered one of the most beautiful cars ever made. In late 1966, he had penned another show car, the Lamborghini Marzal. In the interest of time, he cribbed some design cues from the Marzal for the Pirana. The nose, flanks and rear end treatment are extremely similar. The big difference, however, was that the Marzal had rather weird glassine sides to the cockpit, along with gull wing doors. (Google it)

Gandini had also been working at this time on his ideas for a four seat grand touring car for Lamborghini, which was later shown in 1968 and came to be called the Espada. Gandini used his ideas for that car to inspire the design cues of the Pirana. He widened the wheels, front and rear, but otherwise left the chassis and engine untouched.

Anstey's brief to Bertone was to make the car with advanced British technology. As a result, Bertone equipped the car with some futuristic features. It used a revolutionary new type of glass called Tri-Plex Tint that changed tint with sunlight, somewhat like transition sunglasses now do, and then it was molded into lovely shapes for the car. It also had a new Smith's design for its air conditioning system, that was very advanced for the time. Bertone, then designed AC air distribution through vents in the ceiling of the car, not in conventional dashboard face vents. I will say from personal experience that it was a remarkably effective innovation. Further, Smith's also designed a radical radio for the car that incorporated signal seeking AM/FM bands and which also had a cassette tape player. Cassette players in cars, around this time, were very unusual.



Most cars had 8 Track tape cartridges and cassettes were a huge improvement on sound quality over those. It was supposedly able to record driver dictation as well, although I could never figure that out! Rounding out the interior was Connolly leather everywhere. It was perforated and could be cooled. The backseat was small, although it seemed larger than my XKE 2+2 rear seats, which only a Lilliputian could appreciate!

Lastly, Bertone concocted a special silver paint that looked iridescent in the sunlight. This same type of paint, usually called metal flake, was just coming into use on special cars. However, this was not a metal flake paint, deriving its coruscating glitter from none other than fish scales being used in the paint mix! This was old school and extremely expensive. Some custom pre-war American cars used this technique (Cadillac and Packard come to mind), but due to costs, it was very uncommon. The result was absolutely mind-blowing!

Bertone met their deadline and after only five months of construction, the Pirana was trucked up to London for Earl's Court. It created a sensation, to put it mildly. Literally, it was the star of the show, and it went on to be shown in New York, Montreal and in continental Europe for the next several months to huge critical acclaim. In May of 1968, the newspaper sold the Pirana at a Parke-Bernet London auction to persons unknown. In 1974, my father stumbled across it on a business trip to England. Dad went to see a chap about his 1932 Alfa Romeo 1750 racing car. In the same garage sat the Pirana. Espying the car, he asked the owner if it was for sale. The owner agreed to a sale and Dad bought it for around \$10,000 USD. He never bought the Alfa, sadly.

Unfortunately, Dad did not explore the ownership history with the seller, so I don't know how many owners had possessed this beauty before us. Dad immediately sent it home to Massachusetts along with a 1971 Aston-Martin DB6 Mark II, which also struck his fancy (more on that in another story). We began using the car frequently, as it was a terrific road car. We also took the Pirana to club meets, such as the old E Jag Club of New England. It always caused a sensation and won every award in sight. I used to derive huge amusement at seeing grown men swoon over the object of their desire.



Driving Impressions

As mentioned, the Pirana used a standard 4.2-liter XKE engine along with a 4-speed manual transmission. The previous owner sold it to us, however, with an automatic tranny. Dad had asked him if that had been standard on the car and the owner replied with some embarrassment and chagrin that his wife liked to drive the car in London, but not with its manual transmission. He, therefore installed the automatic and put the 4 speed in a crate, which he provided to us along with a spare front window. He told Dad that, if God forbid, the original windshield broke or cracked, it would be impossible to replace without the spare, as they destroyed the molds.

I used to drive all our cars and the Pirana was no different. I would drive it to Cape Cod and through the mountains of New England. It always ran flawlessly. Honestly, with the automatic transmission performance was compromised. Acceleration was not too brisk, about the same as my XK-150, but that was not the *raison d'être* of this car. Its strength was not in straight line acceleration but fast cruising to exotic locales. It was not a sports car, but rather a luxurious grand touring car and it was good in that role.

I once drove it to Lexington, Kentucky as an invitee to the Churchill Downs Concours (see picture). It was about 1,000 miles and the ride was comfortable and relaxed. The special AC was much better than the one on my 1972 E-Type V-12. I don't know why ceiling AC units never became a thing as it was very efficacious.

My father and I both loved the original Jaguar straight 6 in whatever displacement. The 4.2 in the Pirana, like all these engines, had decent torque and was very robust and stout. The exhaust sound was too muted, and I always wish it had been louder and better sounding, but it still sounded nice with its classic burble.

The car did handle quite well. Dunlop made special wide disc wheels and unique tires for the Pirana, but the power steering was quick and manageable, so steering was not heavy (unlike, say, my Ferrari Daytona, which steered like a truck at low speeds!) The car had a tendency toward understeer when pressed, but I never drove her that hard, so it was just fine.

Epilogue

In 1985, trying to downsize the collection, I sold the Pirana to a very wealthy friend and my college crew coxswain, a chap named Andrew Hanna, for the princely sum of \$18,500 USD. I asked for the right of first refusal if he were to decide to sell the car. He agreed.

Unfortunately, over time, we drifted apart. He became quite ill, and we lost touch. He had told me a few months after he bought it, that he had a fender bender in Palm Springs and had repainted the car British Racing Green! I was horrified. Hanna then proceeded to put the Pirana in a garage with his other collector cars, for decades as his health declined. I did not know any of this.

In 2011, whilst browsing through Ebay, I stumbled across an ad for the Pirana! I was incandescently angry at this! I, supposedly, had the right of first refusal. I immediately contacted the selling agent, a collector car dealer in Palm Springs, to find out if it was still available. He replied that it had sold for \$150,000 USD to a well-known Los Angeles based collector of exotic Italian cars, named Ed Superfon. The salesman also described how badly the car had deteriorated stored in a hot garage for twenty years. The leather was ruined, and he said the car just looked dilapidated. He said it would need restoration. My grief at this state of affairs was significant. She had been so beautiful and now she was a mess. I called Mr. Superfon shortly thereafter, to see if he would sell it back to me.

He was cordial enough but refused to discuss selling the car. Rather, he was going to restore it and show it on the Concours circuit. I later saw articles on his restoration of the Pirana and, honestly, he did a great job. The car looks sensational. He entered it into many Concours over the years until 2019, when I saw that the Pirana was going to auction at Sotheby's in Monterey. It sold for \$324,000 USD to an unknown party. And there ends my story.

Such then was my family's ownership of one of the most interesting, unique, and special Jaguars of all time. In a later story, I shall discuss my dad's and my other special cars that may be of interest to you.



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OJOA CONCOURS PREVIEW 2023

Not content with success, we plan on making this year's Concours even better. Don't worry, it will once again be held at the Canadian Warplane Heritage Museum at the Hamilton International Airport on Sunday August 13th. This superb site permits plenty of indoor judging in bad weather which is a huge advantage. Fingers are crossed that we will once again not be challenged by the weather gods. If you have attended a Concours in a deluge, as I have on several occasions, you will know or can readily imagine, that an outdoor Concours can be ruined from the sky. We believe we have the perfect site with plenty of interest for everyone, and we would be hard pressed to improve on this venue.

This year, for the first time in nearly 50 years, non-Jaguar British marques manufactured prior to 1985 will be able to enter a small special class to be known as the Open Invitational Class. We are hoping to attract a few Rolls-Royces, Bentleys, Aston Martins, and similar spectacular entries to give everyone some automotive eye candy. Other British marques have not been permitted to enter an OJOA Concours since 1977. From 1968 to 1977 such entries were common as the OJOA Concours grew. Rest assured, we have no intention of usurping our beloved Jaguars and are simply providing a small dose of variety this year. We plan on adapting International Chief Judge Advisory Rules as used in major Invitational Concours events to judge this particular class. It is likely that at least one special Jaguar will also compete in this class. If you are a JCNA member, as all OJOA members are, interested in entering this class with your fine chariot, please contact Allan Lingelbach to be considered for an Invitation. This is an experiment which will replace OJOA Senior Division this year.

Once again we will be joined by highly qualified judges from Ottawa who have chosen to become members in the OJOA. They will hold a local judging school. We held one in Bancroft last year. Our Toronto area judging school will be held at Tony Burgess' spectacular collection at 88 St. Regis Cres. N. (Downsview area) on Saturday July 22nd, at 10 am with lunch provided. We are required by JCNA Concours Rules to hold an annual judging school, but no test is required for judges who judged last year. If you are a judge who can't attend this year's school please let me know, and I will give you supplemental written guidance about new JCNA Rules etc. so that you can continue to judge. Attending Judging School is not compulsory, but worth attending just to see this excellent collection and enjoy the camaraderie. Everyone interested in judging is welcome and encouraged to attend. New judges start as apprentices, so the transition is easy. Please confirm with me that you plan to attend the Toronto Judges' School. If you also let me know the model of Jaguars you prefer to judge, I will do my best to accommodate. Naturally, you can't judge a class you are entered in. Without plenty of judges we are unable to cope with our high entry rate. All judges will be offered straw hats this year, which is a time honoured Concours tradition. Lunch at the Concours will continue to be free for judges.

All the required JCNA Classes will be offered in Driven Division (boot and engine compartment are not judged), Champion Division, (where all areas except the underside are judged), and Special Division (for modified Jaguars). To qualify for Special Division as a new entry, you need to let me know the extent of your modifications if you have not entered previously. If they are significant, you will be cleared for entry, otherwise you can enter the other Divisions.

I want to encourage you to enter your car for indoor judging. If you choose Display you will be parked outdoors yet will undoubtedly do the same type of cleaning to enter Driven Division where the boot and engine compartment are not judged. Receiving a score sheet can't hurt and will give you further insight into your Jaguar. Experience has consistently shown that cars which would do well in Champion Division are entered in Driven Division because entrants are unduly pessimistic. Remember you are only competing against similar models, and Jay Leno will not be entered in your class !!

Together, let's make this year's Concours our best yet!!

Steve Sherriff
Chief Judge
sesherriff@gmail.com



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CORRECTION

In the October - December 2022 issue of The Ontario Jaguar, Allan Lingelbach wrote an article titled "Jaguar and Formula E Racing". The last two paragraphs of the article were mistakenly left out. Here is the missing information.

Grace...Space...Pace. Participation in Formula E racing, and the developments that come out of that, should provide Jaguar with an abundance of "pace" as a new world of automobiles fast approaches. Sir William Lyons would be proud to know that his Jaguar slogan is as applicable now as it has been through seven decades.

(Many members may not be aware that we have an OJOA member who is deeply involved in Formula E at a team administration level. Keith Smout has been the Chief Commercial Officer with Techeetah for over 5 years. His name should bring quick recognition to our dozens of OJOA concours award winners. Keith has been a prime sponsor of our concours event and his generosity is noted on every first, second, and third place plate that we have awarded over several years now. Thanks once again Keith, for your huge support of the OJOA club, and we wish you lots of luck in the world of Formula E.....on the condition that your team doesn't beat team Jaguar!)

Since this article appeared, Keith announced a career change.
Below is an excerpt from his announcement.

"I am very excited to announce that I am taking on a new adventure. I have just accepted the position of Chief Commercial Officer for the Sail GP Canada team. With over 20 years in Motosport I have decided to change from racing on tracks and street courses to racing on the water, in some of the most beautiful cities in the world. For me Sail GP is like F1 on the water for sheer excitement and magnitude but with a critical sustainably platform and real desire to protect our Oceans...our cradle of life. I have loved everything in motorsport especially winning 5 championships in FE and over the years I have gotten to know and work with great friends and some of my heroes"

The OJOA would like to wish Keith continued success in his new career!



NOTICE: OJOA CONOURS

The Ontario Jaguar Owners Association's 55th Concours d'Elegance will be held once again at the fabulous Canadian Warplane Heritage Museum (CWHM) on Sunday August 13th.

The CWHM (<http://www.warplane.com>) is an aviation museum containing almost 50 military aircraft and displays spanning from World War II to the present. The OJOA has arranged to hold our concours in the hangar surrounded by these aviation classics. We will also dine in the hangar at noon in full view of our Jags and the flying machines. This museum is located at the Hamilton International Airport and is less than a 1 1/2 hour drive from the Buffalo border crossing for our American friends.

(9280 Airport Road, Mount Hope, Ontario)

All of the JCNA required classes will be judged.

New Facility Now Open!



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INVITATION FROM THE JCO

OJOA members are invited to join the Jaguar Club of Ohio for their 50th Annual Concours d' Elegance at Ursuline College, located at 2550 Lander Rd. Pepper Pike, Ohio 44124.

The event will be held on August 5, 2023 along with the European Auto Show.



LAUGHTER IS THE BEST KIND OF MEDICINE

Here are wonderful Church Bulletins! These sentences actually appeared in church bulletins or were announced at church services:

1. For those of you who have children and don't know it, we have a nursery downstairs.
2. Don't let worry kill you off - let the Church help.
3. The sermon this morning: 'Jesus Walks on the Water.' The sermon tonight: 'Searching for Jesus.'
4. Low Self Esteem Support Group will meet Thursday at 7 PM . Please use the back door.

And this one just about sums them all up:

The Associate Minister unveiled the church's new campaign slogan last Sunday: 'I Upped My Pledge - Up Yours.'

Everyone asked a 100 year old man for his health secrets.

The old man said:

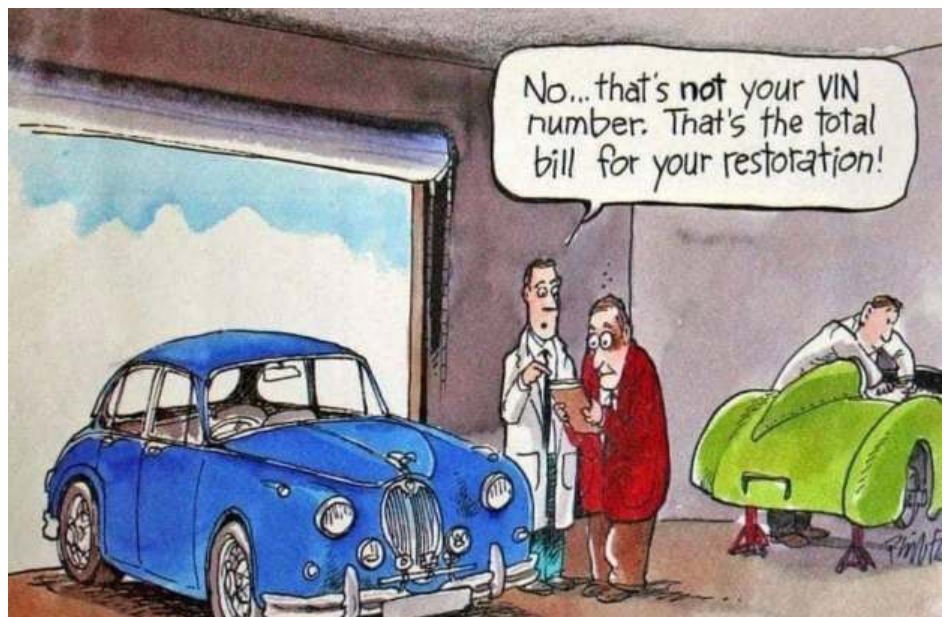
I've been married for 75 years. Promised my wife when we got married that when we quarrel, the loser had to walk for 5 kilometres. I've been walking 5 kilometres every day for 75 years!

Everyone asked again:

But how come you wife's very healthy as well?

He answered:

She's been following me to make sure I really finish the 5 kilometre!



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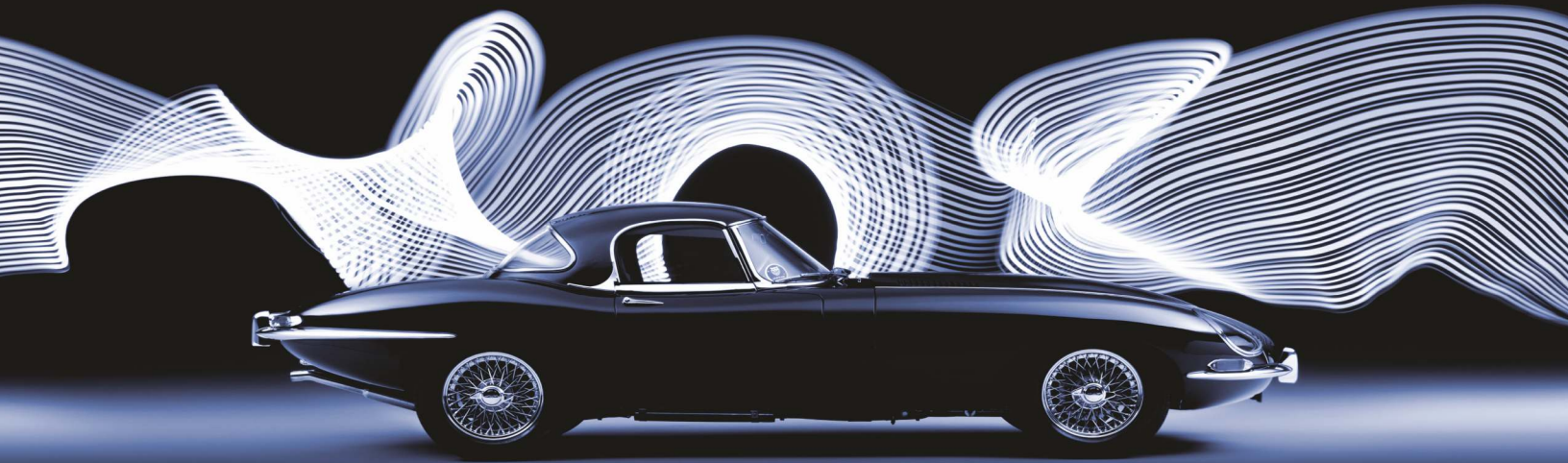
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OJOA CLASSIFIED ADS



1966 Model S 3.4 [03-23]



Only 9,928 were built between 1963-1968
 In good condition
 142,513 km / 88,554 miles
 Automatic transmission Six cylinders
 All electrical systems work, including
 electric sunroof and electric antenna.
 Interior in fairly good shape.

Wood and chrome in excellent condition.
 Includes new battery, rebuilt generator,
 new ignition switch, new spark plugs and
 cables and steering bushings.

Price: \$20,000
 Contact: Andres
 Email: AVClassyCars@gmail.com



1947 3.5 SALOON [03-23]



Older professional restoration.
 New wool carpeting by Diamond
 Trim. Some minor age related paint
 imperfections but runs extremely
 well. Scoring at the 2018 Jaguar
 Concours d' Elegance was 99.75.

A rare and beautiful classic English
 saloon.

Priced: \$42,000
 Contact: Doug Black
 Email:



2009 XK-R [03-23]



49,400 km
 Indigo Blue original paint with blue top
 and tan leather interior.

Exceptional condition.

Price: \$38,500
 Contact: John Witt at 519-271-2923



1970 EType [12-22]

Meticulously maintained by current owner of 33 years.

Correct numbers. Full provenience. Major rebuild in 2022: engine, clutch, front/rear suspensions, brake rotors, callipers, steering rack. Chrome/rubber seals superb. Interior exceptional. Original factory tinted glass near perfect.

Price: \$118,000

Contact: Stacy at 905-637-9287



2016 FType S [12-22]



V-6 supercharged AWD convertible automatic with 55,344 km.

White with red interior and black top. Very clean.

Price: \$49,000

Contact: Don at 519-872-5278
Email: don@dickenson.ca



1992 XJS V12 [12-22]



Black
101,000 km
Excellent mechanical condition

Price: \$15,500

Contact: Jordan at 416-953-3771



1994 XJ12 (XJ40) [09-22]



145,000 km
Car was running properly when parked in our garage approximately 10 years ago.

Priced: \$5,000.00 obo
Contact: 705-264-1079



1985 XJ6 [09-22]



Only 107,000 km.

Recent repair bills available for major tune-up.
Excellent mechanical condition, no rust.
Must be seen to be appreciated.

Well taken care of. Not winter driven.

Price: \$15,000 obo
Contact: Allan at 705 437 2993.
Email: ann.mcdermott@bell.net



1994 XJS [06-22]



6 4.0L 2dr Convertible

Drive in style and comfort while attracting attention of others. Gold

Two proud owners.

Kept off road in winter.

Features: Automatic Transmission•
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Cruise control• Air conditioning•
Top boot for convertible top

Price: \$17,500
Contact: George Matheson
at 905-522-0754

Email: gm@78mountain.com



Sports Car Collection For Sale

[06 -22]



**Price: \$80,000 each for the Corvette,
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**\$60,000 Negotiable for the Jaguar Series 1,
E-Type 2+2**

The 1967 Series 1 E-Type is currently undergoing refurbishment with about 100 hours to completion.

It has fresh body work and paint. Will sell as is or completed.

Contact: Gary Bryson
Email: garyjbryson@gmail.com



1967 Series 1 E-Type 2+2



PARTS FOR SALE

Two Original Jaguar XK120/XK140 Valve Covers [09-22]

Believe they will fit XKE or XK150 as well

Price: \$500 for the pair
Contact: darrellewert2@gmail.com



Rims and Pads & Rotors [06-22]

I have a set of 17" "Revolver" rims genuine Jaguar front and rear brake rotors and pads for sale.

The rims are in very good condition with no blemishes

The discs are in "like new" condition.

Price: \$350 for Rims
Price: \$500 for Pad & Rotors

Contact: Jim Venn at 905-648-4416
Email: vennjamesk@gmail.com

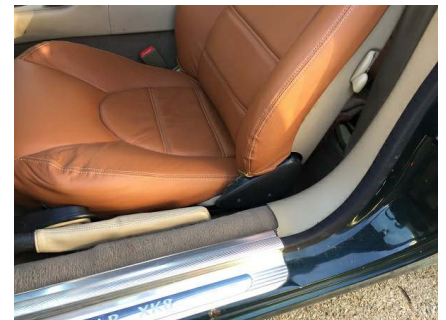


Several Sets of 1996-2004 XK8-XKR [04-21] Outer Seat Hinge Covers

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Available colours: Beige, Carbon Fiber or Paintable Primer

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THREE YEAR MEMBER: Single **\$250** (save **\$20**) or Family **\$275** (Save **\$25**)

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Cheques payable to: **Ontario Jaguar Owners Assoc.** / E-Transfers to: **mikeparry617@gmail.com**

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Family Member #2 _____, First _____

Address (No./Street) _____

City _____ Province _____ Postal Code _____

Email _____ Phone (primary) _____

My JAGUAR(s)

#1 Year _____ Model _____ Colour _____

#2 Year _____ Model _____ Colour _____

#3 Year _____ Model _____ Colour _____

#4 Year _____ Model _____ Colour _____

A portion of your fees are forwarded to Jaguar Clubs of North America (JCNA) to which we are affiliated as well as more than 50 Jaguar clubs across North America. You will also be receiving your official JCNA Membership Card and the Journal (The Jaguar Journal).

Newsletter - Deliver (check one)

- Electronic Delivery - download from Web (easy & convenient) - YES _____
- Canada Post - YES _____

Disclosure Statement

My signature indicates approval to publish my name, phone number and e-mail on the club roster, which will be available only to members and not disclosed to any commercial enterprises.

Date: _____ Signature: _____

Were you a previous JCNA member? _____, JCNA# _____, Return from 2022? _____
What year did you first join OJOA? _____



2023 Upcoming Events

OJOA MEETINGS

APRIL 12 - MAY 10 - JUNE 14

Time: 7 pm ...Please join us for dinner prior to the meeting

Location: Symposium Cafe located at 3055 Dundas St W. Mississauga

More details will be posted on our website: www.ojoa.org

Meeting reminder emails will be sent to members who have provided their email address

** PREVIOUS Meeting Minutes can be accessed via the Members Portal on our website**

SAVE THESE DATES

Ancaster British Car Show & Flea Market ... Sun. April 23

OJOA Prince Edward County Tour.....May 26 - 28

All British Car Day (Ottawa).....Sat. July 15

Concours Judging School Sat. July 22

Jaguar Club of Ohio Concours.....Sat. August 5

OJOA Concours..... Sun. August 13

Watkins Glen Grand Prix Festival.....September 8 - 10

British Car Day.....Sun. September 17

DO YOU HAVE AN ARTICLE THAT YOU WOULD LIKE TO INCLUDE IN AN UPCOMING ISSUE OF THE ONTARIO JAGUAR?
SEND IT (Word Format) ALONG WITH ANY ACCOMPANYING PHOTOS (JPG or PNG Format)
TO OUR MAGAZINE EDITOR TRACY KAILAN at tkailan@hotmail.com

